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ENVIRONMENTAL ASSESSMENT

FOR THE PROPOSED INACTIVATION

OF

STRATEGIC AIR COMMAND

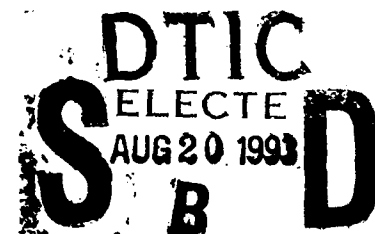
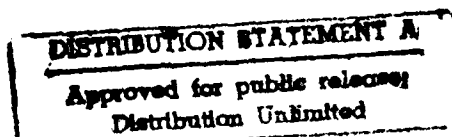
TACTICAL AIR COMMAND

AND MILITARY AIRLIFT COMMAND

AND THE ACTIVATION OF

AIR COMBAT COMMAND

AIR MOBILITY COMMAND



Office of the Assistant Secretary of the Air Force
SAF/MIQ
NOVEMBER 1991

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**COVER SHEET
ENVIRONMENTAL ASSESSMENT
SAF/MIQ**

RESPONSIBLE AGENCY: Department of the Air Force

CONTACT FOR FURTHER INFORMATION: Mr Gary D. Vest, SAF/MIQ, Pentagon,
Washington, DC 20330-5130, (703) 697-9297

ACTION: Inactivate three major commands (MAJCOMs): Strategic Air Command (SAC), Tactical Air Command (TAC) and Military Airlift Command (MAC) and activate Air Combat Command (ACC) and Air Mobility Command (AMC). Headquarters ACC would be located at Langley Air Force Base (AFB), Virginia, and Headquarters AMC would be at Scott AFB, Illinois.

ABSTRACT: The Air Force proposes to inactivate Strategic Air Command (SAC), Tactical Air Command (TAC), and Military Airlift Command (MAC). The purpose of inactivating these three major commands is to combine their assets into two commands. This action, referred to as "Air Force Reorganization", recognizes a changing global security landscape, incorporates lessons learned from Operation Desert Storm, and would allow the Air Force to retain a cohesive combat capability within the constraints of decreasing defense budgets through consolidation. This environmental assessment (EA) includes the cumulative impacts associated with the President's announcement to establish a new, unified command, United States Strategic Command (USSTRATCOM). USSTRATCOM will be established at Offutt AFB, and thereby take advantage of existing command and control and hardened facilities. The proposed action along with the cumulative actions such as the constitution of USSTRATCOM would result in a net decrease in manpower authorizations at Offutt AFB, and increases at Langley and Scott AFBs. Alternatives examined included moving the new command headquarters to Offutt AFB and not inactivating Headquarters SAC, TAC and MAC.

This study was conducted in accordance with the National Environmental Policy Act, of 1969, (NEPA); the Council on Environmental Quality (CEQ) Regulations; and Air Force Regulation 19-2, The Environmental Impact Analysis Process (EIAP).

No significant environmental impacts would result from the proposed action and other cumulative actions at Offutt, Langley, and Scott AFBs. Impacts to air quality, water resources, solid waste and wastewater, and transportation are expected to range from beneficial to minimal impact at the three locations for the proposed action.

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**FINDING OF NO SIGNIFICANT IMPACT (FONSI)
FOR THE PROPOSED INACTIVATION OF
STRATEGIC AIR COMMAND, TACTICAL AIR COMMAND,
AND MILITARY AIRLIFT COMMAND AND THE ACTIVATION OF
AIR COMBAT COMMAND AND AIR MOBILITY COMMAND**

AGENCY: Department of the Air Force

PROPOSED ACTION: Inactivate three major commands (MAJCOMs): Strategic Air Command (SAC), Tactical Air Command (TAC) and Military Airlift Command (MAC) and activate Air Combat Command (ACC) and Air Mobility Command (AMC). Headquarters ACC would be located at Langley Air Force Base (AFB), Virginia, and Headquarters AMC would be at Scott AFB, Illinois.

BACKGROUND: Pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations implementing the Act (40 CFR 1500-1508), Department of Defense (DoD) Directive 6050.1, and Air Force Regulation (AFR 19-2), which implements the CEQ regulations, the United States Air Force has conducted an assessment of potential environmental consequences of the proposed action. This environmental assessment includes the cumulative impacts of the constitution of the United States Strategic Command (USSTRATCOM) at Offutt AFB and the impacts of other cumulative actions.

SUMMARY: The purpose of the proposed action is to improve Air Force combat capability, reduce operating costs, and manage assets to be able to rapidly respond globally to regional contingencies.

On September 27, 1991, the President announced the establishment of a new unified command, the United States Strategic Command. This new command will streamline and centralize the strategic nuclear command and control processes of the Air Force and Navy under a single unified commander. As a result of this action, Strategic Air Command loses its responsibility as a specified command for strategic nuclear deterrence.

With this decision, the Air Force proposes to reorganize the remaining command responsibilities of SAC with those of TAC and MAC into two commands: ACC and AMC. The proposal would result in a net decrease in personnel at Offutt AFB, and an increase at Langley and Scott AFB to activate Headquarters ACC and AMC. Alternative locations for Headquarters ACC and AMC could include any base in the continental United States, however, the only logical alternatives were to move from, or to, either Offutt, Langley, or Scott AFBs. The most critical factors are the ability to make the move within budget constraints, the ability of the selected base to accommodate a Major Command (MAJCOM) headquarters and the ability to activate the two commands about June 1992.

Offutt AFB was eliminated from consideration for possible beddown of either HQ ACC or HQ AMC because: (1) the decision to base HQ USSTRATCOM at Offutt, AFB displaces available administrative space to support a new command; and (2) it would require the relocation of HQ TAC or HQ MAC staff who are currently performing the bulk of the HQ ACC and AMC missions in existing facilities set up for that purpose at Langley and Scott AFBs. Since the Strategic Air Command will lose its responsibility as a specified command for strategic nuclear deterrence to USSTRATCOM, it would be easier to transfer the remaining essential HQ SAC functions to Langley and Scott AFBs than to transfer the bulk of HQ TAC or HQ MAC functions to Offutt AFB.

The alternative, not to inactivate HQ SAC, TAC and MAC, and not activate ACC or AMC, would negatively impact the Air Force's ability to maintain combat capability, during a period of declining defense spending.

SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS: To support this reorganization and redistribution of headquarters functional responsibility, the proposed action along with other cumulative actions would only involve personnel reductions at Offutt AFB, and increases at Langley and Scott AFBs. The proposed reorganization would commence about June 1992 and be completed by approximately mid-1994. Headquarters manpower reprogramming actions associated with the activation of ACC and AMC and the inactivation of MAC, SAC, and TAC would take effect concurrent with the activation and inactivation of the commands about June 1992. Personnel actions, such as transfers, reductions, and hirings, however, will be phased in between about June 1992 until mid-1994. Subordinate bases and units would continue to train and equip as they did before the reorganization. Any reassignment of forces in the future will be dealt with in the normal planning, programming and budgeting process. Any force structure actions realigning units among ACC and AMC, will be evaluated by Air Force Headquarters in accordance with Base Closure and Realignment Act and NEPA.

No additional construction is required at Offutt AFB to support the activation of USSTRATCOM. Langley AFB may require 80,000 to 120,000 sq ft of additional space to support new command headquarters functions. A majority of the construction would be in the form of additions and alterations of existing headquarters facilities. Scott AFB has sufficient space to accommodate the additional personnel expected. However, some addition and alteration work may be required. Construction would be located in previously disturbed areas and would be restricted to preclude impacts on wetlands, to historic or archaeological sites, or to threatened and endangered species. Site specific environmental analysis would be performed before any decision is made to construct new facilities or alter existing ones.

During the analysis of this proposal, environmental surveys were used to scope which biophysical attributes would be impacted by the net increase or decrease of personnel due to: the inactivation of HQ SAC, TAC and MAC; the activation of ACC and AMC, and; other cumulative actions. A majority of the biophysical attributes showed no potential for environmental impact and were eliminated from study. The only biophysical attributes scoped that could potentially be affected were: air quality; water resources; solid wastes and wastewater; and transportation.


The impacts on these biophysical attributes were then assessed and were determined not to be significant.

- ♦ **Air Quality:** impacts from the additional motor vehicle travel expected would be minimal at Langley and Scott AFBs. There would be less vehicular emissions in and around Offutt AFB as a result of the reduction in vehicular traffic due to a decline in manpower authorizations.
- ♦ **Water Resources:** anticipated demand on water resources could be met by existing capacity.
- ♦ **Solid Waste and Wastewater:** impacts of additional solid waste generated would be minor at Langley and Scott AFBs. Offutt AFB would experience a slight decrease in solid waste and wastewater generation.
- ♦ **Transportation:** implementation of the proposed action would result in slight increases of vehicular traffic entering and exiting Langley (not more than 0.4 percent) and Scott AFBs (not more than 3 percent).

Additionally, the net change in personnel at Offutt, Langley and Scott AFBs, due to the proposed action, the constitution of USSTRATCOM and other cumulative actions, would not result in the total number of personnel exceeding recent historic populations. This indicates that Langley and Scott AFBs have the capacity to absorb the proposed increases.

The proposed and cumulative actions would result in a net loss of up to 3,100 jobs, total military and civilian, at Offutt Air Force Base. Based on a multiplier of 1.8 as provided by the Office of Economic Adjustment, of the Office of the Assistant Secretary of Defense (Force Management & Personnel), total direct and indirect jobs losses are projected to be up to 5,580. This latter figure represents a decline of 1.6 percent in the four-county Omaha Metropolitan Statistical Area (MSA) August, 1991 employment base of 344,165. The employment base figure for the four counties was provided by the Bureau of Labor Statistics, Office of Local Area Unemployment Statistics, U.S. Department of Labor. The four counties in the MSA include Douglas, Sarpy, and Washington in Nebraska and Pottawattamie in Iowa.

CONCLUSION: Following a review of the environmental assessment (EA), I find the inactivation of: Strategic Air Command, Tactical Air Command, and Military Airlift Command; and the activation of: Air Combat Command, and Air Mobility Command including establishing HQ ACC (Provisional) and AMC (Provisional), along with other previously programmed actions, would not result in significant environmental impacts. Based upon this finding an environmental impact statement is not required for this action. This document and the supporting EA fulfill the requirements of NEPA, the CEQ Regulations and AFR 19-2.



GARY D. VEST

Deputy Assistant Secretary of the Air Force
(Environment, Safety and Occupational Health)

November 22, 1991

LIST OF ACRONYMS AND ABBREVIATIONS

ACC	Air Combat Command
AFB	Air Force Base
AFR	Air Force Regulation
AMC	Air Mobility Command
CEQ	Council on Environmental Quality
CO	Carbon Monoxide
DMR	Defense Management Review
DoD	Department of Defense
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FONSI	Finding of No Significant Impact
HQ	Headquarters
ICBMs	Inter-Continental Ballistic Missiles
MAC	Military Airlift Command
MAW	Military Airlift Wing
MGD	Million Gallons Per Day
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
PACAF	Pacific Air Forces
PM	Particulate Matter
SAC	Strategic Air Command
USAFE	United States Air Force, Europe
VOC	Volatile Organic Compounds
USSTRATCOM	United States Strategic Command

1.0 PURPOSE OF AND NEED FOR ACTION

This EA includes six major sections. Section 1 includes an introduction, a description of the purpose and need for the proposed action, a description of the decision to be made, an identification of the locations of the proposed action, a summary of environmental study requirements, a statement of the scope of this EA, and a list of the relevant laws that pertain to the proposed action. Section 2 consists of a detailed description of the proposed action and alternatives. Section 3 contains a general description of the environmental resources in each of the three locations that could be affected by the action. Section 4 contains an analysis of the environmental consequences expected. Section 5 presents the list of preparers of this document, and Section 6 includes a list of source documents relevant to the preparation of this EA.

1.1

INTRODUCTION

On September 27, 1991, the President announced his approval to establish a new Unified Command, United States Strategic Command (USSTRATCOM). This new command will streamline and centralize the strategic nuclear command and control processes of the Air Force and Navy under a single unified commander. As a result of this action, Strategic Air Command (SAC) loses its responsibility, as a specified command, for strategic nuclear deterrence.

With this decision, the Air Force proposes to reorganize the remaining command responsibilities of SAC with those of Tactical Air Command (TAC) and Military Airlift Command (MAC) into two new commands: Air Combat Command (ACC) and Air Mobility Command (AMC). Headquarters ACC would be located at Langley AFB, Virginia, and Headquarters AMC would be at Scott Air Force Base, Illinois. For the purpose of this document, this proposed action is referred to as: "Air Force Reorganization."

This environmental assessment (EA) analyzes the potential environmental impacts of the Air Force Reorganization and other cumulative actions such as the constitution of USSTRATCOM at Offutt Air Force Base, Nebraska and the Defense Management Review manpower authorization reductions at Offutt AFB, Langley AFB and Scott AFB.

The proposed Air Force Reorganization would commence in mid-calendar year 1992, and be completed approximately mid calendar year 1994.

1.2 PURPOSE AND NEED

The purpose of and need for the reorganization is to improve Air Force combat capability. Key factors influencing the need for reorganization include:

- ◆ The constitution of USSTRATCOM
- ◆ A changing global security landscape
- ◆ Lessons learned from Operation Desert Storm
- ◆ A need to organize for theater employment of forces
- ◆ A requirement for single management of airlift and tanker units
- ◆ A shrinking defense budget

For over 45 years the Strategic Air Command (SAC) has provided manned bombers, ICBMs, and command and control of portions of America's strategic arsenal. SAC provided key elements to deter and counter the global Soviet threat to the United States and its allies. The constitution of USSTRATCOM will fulfill this role of strategic nuclear deterrence held by SAC.

Recent changes in the Soviet Union have reduced the perceived strategic nuclear threat. Although this perception of the global threat has decreased, there has been an increased potential for regional conflicts as demonstrated by the recent war with Iraq.

Desert Storm demonstrated that the distinction between strategic and tactical airpower has become blurred. Targets may have tactical or strategic value. Aircraft have both tactical and strategic capability and should not be constrained by artificial designations. In Desert Storm, fighter and attack aircraft like the F-117 and the A-10 hit strategic targets while B-52s were highly effective against Iraqi ground forces in tactical positions.

A single manager of airlift and tanker assets is needed to more rapidly respond to global contingencies, to better supply globally deployed forces, and to enhance the Air Force's ability to operate with other services and nations.

Many Air Force Commands, such as USAFE and PACAF, operate in theaters and not by functions. Major commands in the United States need to be organized in peace the way they are needed in war. To best fulfill the role of independent force providers to theater commanders or force augmenters for Air Force component commanders, the paramount consideration is the fulfillment of the theater commander's requirements, not a continuance of an arbitrary, functional division of labor.

Shrinking budgets necessitate a smaller force. Congressionally mandated budget reductions have led the Air Force to plan for an approximate 20 to 25 percent decrease in personnel, installations, and equipment.

1.3 THE DECISION TO BE MADE

The decision to be made is whether to:

- ♦ Inactivate Headquarters Strategic Air Command at Offutt AFB, Nebraska, Headquarters Tactical Air Command at Langley AFB, Virginia, and Headquarters Military Airlift Command at Scott AFB, Illinois, then, activate Headquarters Air Combat Command at Langley AFB, and Headquarters Air Mobility Command at Scott AFB; or
- ♦ NOT inactivate HQ SAC, HQ TAC, or HQ MAC and NOT activate ACC or AMC.

The decision to be made does not include the activation of the United States Strategic Command (USSTRATCOM). The decision to activate USSTRATCOM, a unified command, was made by the President and announced on September 27, 1991.

1.4 LOCATIONS OF PROPOSED ACTIONS

Offutt Air Force Base is located in Sarpy County, approximately 12 miles south of the City of Omaha, in eastern Nebraska. Langley AFB is located on the eastern coast of the United States, at the mouth of the Chesapeake Bay in the City of Hampton, Virginia. Scott AFB is located in southwestern Illinois in St. Clair County, about 20 miles east of St. Louis, Missouri. (See Figure 1.1).

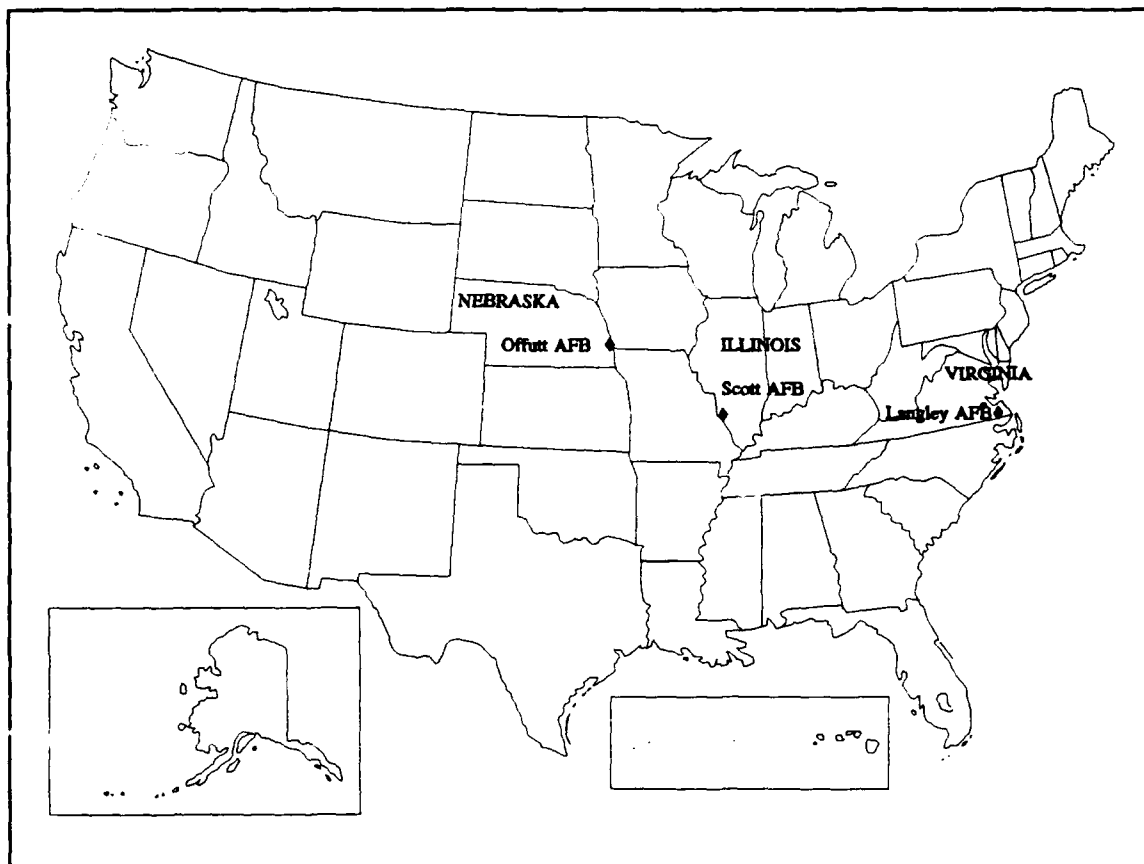


Figure 1.1
LOCATION OF AFFECTED INSTALLATIONS

1.5 SUMMARY OF ENVIRONMENTAL STUDY REQUIREMENTS

Federal Agencies are required to take into consideration the environmental consequences of proposed actions in the decisionmaking process under the National Environmental Policy Act (NEPA) of 1969. The intent of NEPA is to protect, restore, or enhance the environment through well-informed Federal decisions. The Council on Environmental Quality (CEQ) was established under NEPA to implement and oversee Federal policy in this process. The CEQ issued regulations implementing the process (40 CFR 1500-1508, 1978). The CEQ regulations specify an Environmental Assessment:

- ♦ Briefly provides evidence and analysis to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI); and
- ♦ Facilitates the preparation of an EIS, when required

To comply with NEPA and to assess impacts on the environment, the decisionmaking process includes a study of environmental issues in accordance with Air Force Regulation 19-2, Environmental Impact Analysis Process, and the CEQ regulations, as they relate to the inactivation of Headquarters SAC, TAC, and MAC, and the activation of Headquarters ACC and AMC.

1.6 SCOPE OF THE ENVIRONMENTAL ANALYSIS AND THE ENVIRONMENTAL ASSESSMENT

The scope of the environmental analysis was limited to the environmental issues relevant to the decision to be made. These relevant issues are outlined by geographic location in TABLE 1-1. During the analysis, biophysical parameters not impacted and other issues not related to the decision to be made were eliminated from study. Examples of such parameters include: hazardous materials and wastes; radioactivity; electromagnetic radiation; groundwater quality; noise; biotic and earth attributes; and industrial wastewater treatment.

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL ATTRIBUTES ANALYZED**

ATTRIBUTE	OFFUTT AFB	LANGLEY AFB	SCOTT AFB
Air Quality	X	X	X
Water Resources	X		X
Solid Waste and Wastewater	X	X	X
Transportation		X	X

**X = biophysical attributes that were scoped
as being potentially impacted by the proposed action**

To afford Air Force decisionmakers a better understanding of the potential environmental impacts of the proposed action, this EA assessed a range of values up to the maximum net increase or decrease in manpower at the affected locations. The proposed actions will initially involve a transfer of personnel authorizations, with few actual movements of personnel. The actual number of personnel authorizations are still under study and evaluation, but the most current values may be found in ANNEX TWO. The Air Force has also programmed other actions increasing and decreasing manpower authorizations at Offutt, Langley, and Scott AFBs. The potential cumulative environmental impacts of the proposed action and those other increases and decreases have been assessed. Additionally, U.S. Code (10 USC 2687) and Base Closure and Realignment Act of 1990 thresholds were examined and found not to have been exceeded. Therefore, actions and decisions under these laws are not required.

1.7 RELEVANT FEDERAL, STATE, AND LOCAL STATUTES, REGULATIONS, AND GUIDELINES

Several federal environmental laws and regulations are applicable to operations at Offutt, Langley, and Scott AFBs. All were considered during preparation of this EA. Some of the applicable environmental laws that the proposed action must comply with, either directly or secondarily, include:

- ♦ Clear Air Act - regulates the amount of air emissions and other pollutants that can be dispersed into the atmosphere.
- ♦ Clean Water Act - regulates the amount of pollutants discharged by wastewater treatment facilities and certain base industrial processes into the rivers, bays and estuaries. Also regulates the amount of oil, grease, spilled jet fuel, chemicals, and other pollutants that can be allowed to wash off of runways, aprons, streets, and parking lots into the storm sewer system.
- ♦ Coastal Zone Management Act - requires that all land-use changes in these areas be conducted in accordance with approved state coastal zone management programs.
- ♦ Chesapeake Bay Preservation Act - this is a local law requiring several cities and counties in the project region to undertake certain actions to protect water quality, biologically sensitive areas, and significant archeological and historic sites within the region.

2.0 THE ALTERNATIVES--INCLUDING THE PROPOSED ACTION

This section, "The Alternatives--Including the Proposed Action" has five parts: (1) a description of the process used to formulate the alternatives; (2) a description of the alternatives that were considered but were eliminated from detailed study; (3) a description of the proposed action; (4) a description of the no-action alternative; and, (5) a summary of the environmental impacts.

2.1 PROCESS USED TO FORMULATE THE ALTERNATIVES

The Air Force proposes to consolidate three major command (MAJCOM) Headquarters into two Headquarters, resulting in manpower increases or decreases at Offutt AFB, Langley AFB, and Scott AFB. Alternative locations for the proposed reorganization could include any base within the continental United States, but the logical alternatives considered were to move the headquarters function of SAC to Langley and Scott; move the headquarters functions of TAC to Scott and Offutt AFBs; or move the headquarters functions of MAC to Offutt and Langley AFBs. Each of these alternatives takes advantage of the existing headquarters infrastructure already in place at each of the existing locations. By consolidating the MAJCOMs at a location with an existing headquarters infrastructure, the Air Force can minimize organizational and personnel turmoil during the transition period. Other factors that bear on potential alternatives include: the ability of a base to accommodate a major command headquarters, the prior existence of major units of one or both of the current commands, and the ability of the base to absorb the increase in personnel with minimal environmental impact and with little or no construction. The most critical factors from a management perspective are the ability to reorganize within budget constraints and the ability to activate ACC and AMC about June 1992. These factors would have a significant impact on the ability of the existing and new commands to accomplish their missions during the reorganization period from about June 1992 to approximately mid-1994.

2.2 ALTERNATIVES ELIMINATED FROM FURTHER ANALYSIS

Offutt AFB was eliminated from consideration for possible beddown of either HQ ACC or HQ AMC because: (1) the decision to base HQ USSTRATCOM at Offutt, AFB displaces available administrative space to support a new command; and (2) it would require the relocation of HQ TAC or HQ MAC staff who are currently performing the bulk of the HQ ACC and AMC missions in existing facilities set up for that purpose at Langley and Scott AFBs. Since the Strategic Air Command will lose its responsibility as a specified command for strategic nuclear deterrence to USSTRATCOM, it would be easier to transfer the remaining essential HQ SAC functions to Langley and Scott AFBs than to transfer the bulk of HQ TAC or HQ MAC functions to Offutt AFB.

Based on these evaluations, Offutt AFB was eliminated as a reasonable alternative location for either HQ ACC or HQ AMC.

2.3 DESCRIPTION OF PROPOSED ACTION--INCLUDING CUMULATIVE ACTIONS

2.3.1 Proposed Action

The Air Force proposes to inactivate three major commands: SAC, TAC, and MAC; and activate ACC and AMC. The proposed location for Headquarters ACC is Langley AFB, and the proposed location of Headquarters AMC is Scott AFB.

The new "Air Combat Command" would be comprised of: fighters; bombers; ICBMs; reconnaissance aircraft; command, control, and communication; intelligence platforms; and some tanker and airlift aircraft.

The new "Air Mobility Command" would be comprised of the bulk of the airlift and air refueling forces.

The proposed action would involve reorganization of the headquarters functions. The MAJCOM functions currently performed by Headquarters SAC at Offutt AFB, Headquarters TAC at Langley AFB, and Headquarters MAC at Scott AFB would be redistributed to the newly activated ACC and AMC headquarters.

Headquarters ACC would perform the administrative and management support functions to support the bases and units assigned to Air Combat Command. Headquarters AMC would perform the administrative and management support functions to support the bases and units assigned to Air Mobility Command. Bases and units currently assigned as SAC, TAC, and MAC assets would be redesignated as ACC or AMC bases and units.

To support this reorganization and redistribution of headquarters functional responsibility, the proposed action would involve personnel decreases at Offutt AFB, and increases at Langley and Scott AFBs. The proposed reorganization would commence about June 1992 and be completed by approximately mid-1994. HQ ACC (Provisional) and HQ AMC (Provisional) would be established to assist in the preparation of the reorganization and full activation of the two commands. These provisional headquarters would be activated about January 1992 and would be assimilated upon command activation, about June 1992.

Subordinate units, subordinate bases and the missions and actions of these units and bases would not be affected by the inactivation of SAC, TAC, and MAC and the activation of ACC and AMC. Although subordinate units and bases would redesignated as either ACC or AMC gains, this action is only administrative, and would not result in any substantive change in local actions. Subordinate bases and units would continue to train and equip as they did before the reorganization. Any reassignment of forces in the future will be dealt with in the normal planning, programming and budgeting process. Any force structure actions realigning units among ACC and AMC, will be evaluated by Air Force Headquarters in accordance with Base Closure and Realignment Act and NEPA.

Essential headquarters functions currently performed by SAC at Offutt AFB and not programmed for transfer to USSTRATCOM would be performed by ACC and AMC. For example, the bomber management function would be done by ACC and the tanker management function would be done by AMC under the proposed action.

2.3.2 Cumulative Actions

In addition to this proposed action, additional actions will occur at Offutt, Langley and Scott AFBs. The cumulative impacts of the proposed action along with these additional actions are addressed in this environmental assessment. For instance, the constitution of USSTRATCOM would occur at Offutt AFB, and other previously programmed actions such as defense management reductions would occur at Offutt, Langley, and Scott AFBs.

2.3.2.1 Activation of USSTRATCOM

The decision to establish USSTRATCOM streamlines and consolidates the strategic nuclear command and control processes of the Air Force and Navy under a single unified command. USSTRATCOM headquarters will exercise combatant command of assigned forces on strategic alert including ballistic missile submarines, long-range bombers, intercontinental ballistic missiles, and battle management assets. The mission of USSTRATCOM is to control the strategic forces on alert to support the national security objective of strategic deterrence.

The Air Force, as a force provider, will train and equip the strategic assets needed by USSTRATCOM for alert. Non-alert forces will be released from USSTRATCOM control to perform their service-unique mission.

Like the activation of Headquarters ACC and AMC, the constitution of USSTRATCOM will involve a net change in personnel at this new organization.

2.3.2.2 Other Actions

The cumulative impacts of previously programmed actions at Offutt, Langley and Scott AFBs such as Defense Management Review initiative reductions and the transfer, increase, and decrease of other manpower authorizations is also included in this assessment.

2.4 ALTERNATIVES TO PROPOSED ACTION

The No Action Alternative is the only alternative to the proposed action of Air Force Reorganization. Under the no action alternative, HQ SAC, TAC, and MAC would not be inactivated and would continue to operate at Offutt, Langley, and Scott AFBs respectively.

Under the no action alternative, other previously programmed actions such as Defense Management Review (DMR) manpower reductions would continue and USSTRATCOM would be activated at Offutt AFB as announced by the President.

2.5 PREFERRED ALTERNATIVE

The preferred alternative is to: inactivate SAC, TAC, and MAC; and activate ACC and AMC. ACC headquarters would be located at Langley AFB, Va. and AMC headquarters would be located at Scott AFB, Ill.

2.6 SUMMARY OF ENVIRONMENTAL IMPACTS

TABLE 2-1 summarizes the cumulative impacts of the proposed action, the constitution of USSTRATCOM, and other actions such as DMR reductions at the three locations affected. No significant impacts are expected from these cumulative actions.

TABLE 2-1
SUMMARY OF ENVIRONMENTAL IMPACTS

ATTRIBUTE	OFFUTT AFB	LANGLEY AFB	SCOTT AFB
Air Quality	0	+	+
Water Resources	0	0	+
Solid Waste and Wastewater	0	+	+
Transportation	0	+	+
Other*	0	0	0

0 = Beneficial or No Impact + = Minimal Impact X = Significant Impact

* Other includes the biophysical attributes not impacted and other issues not related to the decision (i.e., hazardous waste, radioactivity; electromagnetic radiation; groundwater quality, etc)

3.0 AFFECTED ENVIRONMENT

The Affected Environment section describes the environmental components (the issues) that are relevant to the decision to be made. This section describes those components of the environment that would affect and would be affected by the proposed and cumulative actions.

The Air Force Form 814, Preliminary Environmental Survey (ANNEX ONE) was used to scope the biophysical parameters that could be impacted by the proposed action. Biophysical parameters not impacted and other issues not related to the decision were eliminated from study.

3.1 OFFUTT AIR FORCE BASE, NEBRASKA

3.1.1 Location, History, and Mission

Offutt AFB is located in Sarpy County, approximately 12 miles south of the City of Omaha, and adjacent to the City of Bellevue, in eastern Nebraska. It is in the Omaha Metropolitan Statistical Area (MSA). The Omaha MSA includes three counties in Nebraska, including Sarpy County, and one in Iowa. In 1980, the MSA had a population of 569,614. By 1990 it had grown by 8.6 percent, to a population of 618,626. Sarpy County had a population of 86,015 in 1980. Over the next ten years it experienced a growth rate of 19.3 percent, reaching a population of 102,583 in 1990.

Offutt AFB was originally established as Fort Crook, an Army Post in 1891. Army aviation arrived as an Army Balloon Company in 1917, with aircraft following in 1920. In 1939, the Martin Company built a large-bomber manufacturing plant. The plant operated throughout World War II. In 1948, the base was renamed Offutt Air Force Base, and made the permanent home of Headquarters Strategic Air Command (HQ SAC) in that same year. HQ SAC provides command and control for the strategic bomber, air-refueling aircraft, and ICBM forces of the United States Air Force.

The host unit at Offutt AFB is the 55th Wing. The 55th Support Group provides administrative support to all units located at Offutt AFB including HQ SAC. Major units include the 55th Wing, the 544th Strategic Intelligence Wing, the National Emergency Airborne Command Post, and Air Force Global Weather Central.

3.1.2 Environmental Attributes

This section discusses the environmental attributes that would affect or would be affected by the proposed and cumulative actions.

The Air Force Form 814, Preliminary Environmental Analysis Survey (ANNEX ONE) scoped the following biophysical parameters potentially impacted by the inactivation of SAC, the constitution of USSTRATCOM, and other cumulative actions such as DMR reductions: air quality; water resources; and solid wastes and wastewater.

3.1.2.1 Air Quality

The regional climate of Offutt AFB is controlled by its interior plains location. With this interior plains location, the prevailing winds transport most pollutants away from the area and atmospheric inversions (whose capping effect holds pollution near the surface) are rare.

Offutt AFB is located within the Omaha/Council Bluffs Metropolitan Air Quality Management Area. Offutt AFB and Sarpy/Douglas Counties are classified as attainment areas for all criteria pollutants except particulates. Particulates levels exceeded Nebraska Ambient Air Quality Standards and National Ambient Air Quality Standards (NAAQS) for the years measured. The particulates are generated primarily by off-base emitters such as agricultural activity.

No emissions inventory for Offutt AFB is available. Emissions from the base constitute a small proportion of the Sarpy/Douglas Counties totals, and accordingly, are not believed to impact the ambient air quality.

3.1.2.2 Water Resources

There are no natural surface water bodies on base. Lake Offutt, an 80 acre man-made recreational lake, is located immediately east of the main base. Drainage ditches convey runoff to the southern part of the base where it is only discharged to Papio Creek during major storms. Papio Creek passes near the southwestern boundary of the base before emptying into the Missouri River downstream from the base.

The base lies within the historic flood plain of the Missouri River and Papio Creek. As a result of a US Army Corp of Engineers Levee project, however the potential for flooding at the base is low.

Analysis of surface water in the vicinity of the base indicated that no degradation of the water quality has occurred as a result of surface runoff from the base.

3.1.2.3 Solid Waste and Wastewater

Base wastewater treatment is handled under contract by the City of Omaha, Papio Plant. The system is primarily a gravity flow system. The treatment facility consists of parallel plants, each having a primary clarifier, trickling filter, a final clarifier and an aeration pond. Industrial waste on base is further treated by an oil water separator before being released to the sewage system. The system capacity is adequate for current and projected needs. The sanitary sewer system services the family housing area, cantonment area and the flightline. The base's landfill is closed and non-hazardous solid waste is disposed of at the Sarpy County Landfill.

3.2 LANGLEY AIR FORCE BASE, VIRGINIA

3.2.1 Location, History, and Mission

Langley AFB is located on the eastern coast of the United States, in southeastern Virginia. Langley AFB is approximately 74 road miles to the southeast of Richmond, Virginia, and approximately 181 road miles south of Washington, D.C. Langley AFB is in the Norfolk, Virginia Beach, Newport News Metropolitan Statistical Area (MSA). The 1980 population of this MSA, which consists of nine cities and three counties in Virginia was 1,160,311. By 1990 the area population had grown by 20.3 percent and reached 1,396,107. Langley AFB is located in the City of Hampton and is near the cities of Newport News and Poquoson, as well as York County. In 1980 these four jurisdictions had a combined population of 311,709. By 1990 their combined population had grown by 14.6 percent to 357,256.

Langley AFB was established in 1917 as an experimental airfield and proving ground by the newly formed National Advisory Committee for Aeronautics, the forerunner of NASA. The experimental station was named Langley Field in honor of Samuel Pierpoint Langley, Secretary of the Smithsonian Institute and an early experimenter with aircraft. From 1917 to the present, Langley AFB has been involved in the development of aviation. During World War I, important advances were made at Langley in studies of bomb trajectories and development of items such as bomb sights and turn and bank indicators. In 1920, an atmospheric wind tunnel was completed, initiating a new phase of aeronautical technology. In 1935, General Headquarters was established at Langley, a first step toward the creation of an autonomous air arm within the U.S. Army. Following World War II, Langley AFB was selected as the permanent home for TAC because of its proximity to the headquarters of both Army (Fort Monroe) and Navy (Norfolk) forces.

Several military units are located at Langley AFB, including: Headquarters Tactical Air Command (TAC); 1st Fighter Wing; 2nd Aircraft Delivery Group; 480th Reconnaissance Technical Group; 1913th Communications Group; 1912th Computer Systems Group; 564th Tactical Air Command Band; U.S. Army TRADOC Flight Detachment; the Low Intensity Conflict Center; and approximately twenty other tenant units. The Langley Research Center operated by the National Aeronautics and Space Administration is located in the northwest corner of the base site. Langley AFB covers approximately 3,439 acres and is located at an average altitude of 10 feet above mean sea level.

The base supports a large variety of aircraft and missions. The 1st Fighter Wing has been Langley's host organization since 1975. The Wing's mission is to maintain a combat-ready force to conduct air superiority operations and limited air-to-ground missions. Approximately 72 F-15 aircraft are assigned to three operational squadrons at Langley AFB.

3.2.2 Environmental Attributes

This section discusses the environmental attributes that would affect or would be affected by the proposed and cumulative actions.

The Air Force Form 814, Preliminary Environmental Analysis Survey (ANNEX ONE) scoped the following biophysical parameters potentially impacted by the inactivation of TAC, the activation of the ACC, and other cumulative actions: air quality; solid waste and wastewater; and transportation.

3.2.2.1 Air Quality

Langley AFB is located in the state of Virginia Air Quality Control Region VI. Air quality at Langley AFB is very good relative to established ambient air quality standards. Virginia Air Quality Region VI, which includes emissions from Langley AFB, is in attainment for all pollutants. The Virginia State Pollution Control Board indicates no primary or secondary standards were exceeded in 1991.

Particulates, carbon monoxide, and ozone are the only air pollutants of any concern in the Langley AFB area. Suspended particulates are primarily caused by agricultural practices west of the base; carbon monoxide is a primary emittant from vehicles and ozone is mainly from the local pine tree forest. Notwithstanding, Langley AFB generally has very low concentrations of air pollutants because of the absence of any continuous emissions and good atmospheric dispersion conditions along the eastern seaboard. The Virginia State Air Pollution control Board indicates ozone and carbon monoxide levels have improved over the past two years. Improvements are attributed to stricter regulations for industrial emissions, more efficient automobiles, and higher efficiency home furnaces.

The Langley AFB area and Virginia Air Quality Control Region VI is classified by the Environmental Protection Agency under the Prevention of Significant Deterioration program as a Class II area. Such areas are allowed to undergo moderate development which may increase annual emissions within the region.

3.2.2.2 Solid Waste and Wastewater

Contract services are used by Langley AFB for solid waste disposal. Contract bids are taken annually so that the solid waste disposal contractors vary from year to year, but usually a national waste disposal group such as Browning Ferris Industries or Waste Management, Inc is awarded the contract. All solid waste is collected from the base and disposed of off-site. Some small amounts of hazardous waste (e.g., waste fuels, machine shop metal filings, and waste oils) also are collected by the solid waste contract service. Hazardous wastes also are taken off-site for incineration or disposal in approved landfill sites.

Potable water for Langley AFB is supplied by two sources: 1) the Fort Monroe Military Water System; and 2) the City of Newport News Waterworks Regional System. Sanitary sewage treatment is provided by the Hampton Roads Sanitation District which operates a treatment plant with a 70 million gallon per day capacity.

3.2.2.3 Transportation

Langley AFB is served by major roadways and air transportation facilities. The base is accessible: via Interstate 64 from Richmond, Virginia; via U.S. Highway 17 from Fredericksburg, Virginia; and via U.S. 13 from Salisbury, Maryland, on the eastern peninsula across from Washington, D.C. The average daily traffic flow on the base is approximately 47,900 vehicles per day entering and leaving the base. The peninsula area, with its major north-south/east-west arteries accommodates traffic movement with minimum delays, even during typical commuter rush hours.

3.3 SCOTT AIR FORCE BASE, ILLINOIS

3.3.1 Location, History, and Mission

Scott AFB is located in southwestern Illinois in St. Clair County, about 20 miles east of St. Louis, Missouri, and about 30 miles southeast of Lambert International Airport. Scott AFB is located in the St. Louis Metropolitan Statistical Area (MSA) which includes four counties and one city in Missouri, and four counties in Illinois, under the 1980 census. In 1980, the MSA had a population of 2,356,460. By 1990 it had grown by 2.8 percent to a population of 2,423,290. St. Clair County, Illinois, in which Scott AFB is located, as well as nearby Clinton County, Illinois, together experienced a decline of 1.3 percent from a 1980 population of 300,148 to a 1990 population of 296,526.

In 1917, the War Department leased one square mile of land for training combat pilots. In 1919, the site was purchased and a station was established for airships and balloons. Scott AFB was a major airship and balloon facility until 1937, when the Air Corps changed its policy to favor heavier-than-air aircraft over lighter-than-air airships. During World War II, radio operators and mechanics were trained at Scott AFB. HQ Air Training Command moved to Scott AFB in 1949 and left in 1959, by which time all the communications schools on base had been closed. HQ Military Air Transport Service, the predecessor of HQ MAC, moved to the base in 1957. The 1450th Aeromedical Transport Wing arrived at Scott in 1964 and was absorbed by the 375th Aeromedical Airlift Wing, now the 375th Military Airlift Wing (MAW), in 1966. The 375th MAW has been responsible for worldwide aeromedical evacuation since June 1975.

The 375th MAW operates, manages, and maintains Scott AFB. The 375th Combat Support Group of the 375th MAW has the major responsibility for operation of the base and its physical facilities. The 375th MAW is also responsible for management of the continental US portion of a worldwide aeromedical evacuation system; command and supervision of the operation and support of airlift personnel and their fleet of C-12 and C-21 aircraft within the continental US; and initial qualification and instructor training on C-9 Nightingale, C-12F, and C-21A aircraft. It also provides support for more than 57 other units, both on- and off-base.

3.3.2 Environmental Attributes

This section discusses the environmental attributes that would affect or would be affected by the proposed and cumulative actions.

The Air Force Form 814, Preliminary Environmental Analysis Survey (ANNEX ONE) scoped the following biophysical parameters potentially impacted by the inactivation of MAC and activation of AMC along with other cumulative actions: air quality; water resources; solid waste and wastewater; and transportation.

3.3.2.1 Air Quality

This section describes the existing air quality in the area of Scott AFB, Illinois. The State air quality monitoring site closest to Scott AFB is the East St. Louis station, about 20 miles west of the base. TABLE 3-2 compares the applicable federal and state ambient air quality standards with the East St. Louis monitoring site maximum pollutants concentrations for the three year period 1987-1989. The table shows Total Suspended Particulates (TSP), Sulfur Oxides (SOx), and Ozone standards were exceeded during the three year period.

TABLE 3-2
COMPARISON OF AIR QUALITY MEASUREMENTS IN
ST. CLAIR COUNTY (EAST ST. LOUIS STATION)
WITH FEDERAL AND STATE STANDARD

Federal and State
Ambient Air Quality
Standards (ug/m3)

Maximum Concentration
(ug/m3)

POLLUTANT	Averaging Period	Primary	Secondary	1987	1988	1989
Carbon Monoxide	1 Hour 8 Hour	40,000 10,000	Same as primary	10,172 5,943	8,015 5954	15,888 9,275
Nitrogen Oxide	Annual ^a	100	Same as Primary	43	45	43
Total Suspended Particulate ^b	24 hours Annual ^c	260 75	150 60	207 ^d 86	166 ^d 81	169 ^d 75
Particulate Matter (PM10) ^a	24 hours Annual	150 50	Same as Primary	109 49	120 43	119 ^e 45
Lead	Calendar Quarter	1.5	Same as Primary	0.23	0.17	0.23
Sulfur Oxides ^g	3 hours 24 hours Annual	None 365 80	1,300 None None	821 310 44	1,331 ^h 388 ^h 39	868 295 34
Ozone	1 hour	235	Same as Primary	235	247 ⁱ	176

^a Arithmetic mean.

^b Illinois standard only.

^c Geometric mean.

^d The 24-hour state standard of 150 ug/m3 was exceeded by three samples in 1987, four samples in 1988, and three samples in 1989. At a rural setting similar to that of Scott AFB (Nihwood in Macoupin County, Illinois), the annual mean was 36 ug/m3 in 1987, 41 ug/m3 in 1988, and 38 ug/m3 in 1989 with no exceedances of the 24-hour standard.

^e The federal standard for PM 10 (particulates with aerodynamic diameters of <10 um) replaced the federal TSP standard on July 1, 1987.

^f Forty-eight-hour sample.

^g Measured as sulfur dioxide.

^h Sulfur oxide standard exceeded on 1 day during calendar year.

ⁱ In 1988, the ozone standard was exceeded once.

Source: Illinois EPA 1989a, 1989b, 1990.

TABLE 3-3 summarizes annual emissions for calendar year 1985 for Scott AFB. Emissions, reported in tons per year, are organized under two categories: transportation (motor vehicles) and total. The total category includes emissions inventory from the following: stationary fuel source combustion; evaporative losses; incineration; fire training; aircraft and aerospace ground equipment, in addition to transportation emissions.

TABLE 3-3
AIR POLLUTANT EMISSIONS INVENTORY FOR SCOTT AFB IN 1985
(TONS/YEAR)

Source Category	Nitrogen Oxides	Sulfur Oxides	VOCs	Carbon Monoxide	Particulate Matter
Transportation	63.1	5.5	55.5	376.0	8.0
Total	704.5	109.5	1456.4	2416.3	861.4

TABLE 3-4 compares emissions in the Illinois portion of the St. Louis Standard Metropolitan Statistical Area (SMSA), with those from Scott AFB for the three pollutants that affect the atmospheric formation of ozone (Scott AFB's emissions are included in the St. Louis SMSA emission inventory accounts).

TABLE 3-4
COMPARISON OF OZONE-RELATED EMISSIONS FROM SCOTT AFB
AND THE ILLINOIS PORTION OF THE ST LOUIS SMSA

Location	Total Emissions: (Tons/Year)		
	VOCs	Nitrogen Oxides	Carbon Monoxide
Scott AFB	1456.4	704.5	2416.3
Illinois portion of St Louis SMSA	111,690	63,875	235,060
Scott AFB percent of Total	1.3	1.1	1.0

Includes Jersey, Madison, St. Clair, and Clinton counties. These counties constitute the Illinois portion of the ozone nonattainment area.

3.3.2.2 Water Resources

Most communities in St. Clair County (including Scott AFB) and several communities in Madison County obtain their water from the Mississippi River through the Illinois-American Water Company. The company pumped an average of 47 million gallons per day (mgd) from the Mississippi River in 1989.

3.3.2.3 Solid Waste and Wastewater

Since 1976, solid waste has been hauled off-site to a licensed, commercial landfill south of Belleville. Until 1989, hardfill material and wastewater treatment plant sludge was spread on the surface of the landfill. At one time, vegetative wastes from grounds maintenance were disposed of on the landfill surface. Later, they were combined with the solid waste. As of July 1, 1990 these wastes have been handled separately from the refuse and sent to a composting facility as required by state law. Construction wastes are either hauled by the responsible contractor or handled by Civil Engineering, depending on the contract of terms. Asbestos is either removed by an approved removal contractor or hauled by trained Scott AFB personnel to an approved disposal facility. Nonhazardous oily wastes are removed in oil/water separators for recovery or disposal, and the effluent is then discharged to the sanitary sewer.

Scott AFB is served by an on-site sewage treatment plant with a capacity of 3.0 mgd. The sewage flow averages about 1.45 mgd. The plant provides tertiary treatment, and the effluent is discharged to a tributary of Silver Creek at the southeast part of the base.

3.3.2.4 Transportation

The primary access points for the base are the Shiloh and Belleville gates, both of which are located on Scott Drive. Over 80 percent of the base vehicular traffic is carried by Scott Drive and is routed east-west over collector streets.

The average daily traffic flow on base is approximately 24,700 vehicles entering and leaving the base. Existing levels of service appear to be adequate in the vicinity of Scott AFB. This conclusion was verified with additional calculations using recent average daily traffic volumes. Reasonable assumptions about peak-hour factors and directional splits were used to analyze the daily volumes for comparison with peak traffic flow.

4.0 ENVIRONMENTAL CONSEQUENCES

The Environmental Consequences section describes the potential environmental impacts that could occur as a result of implementing the proposed action. This section describes the potential impacts at each of the three sites of the proposed action, and acknowledges any irreversible or irretrievable commitment of resources potentially resulting from the proposal.

Implementation of the proposed action, with the cumulative effects of the constitution of USSTRATCOM and other ongoing actions, such as DMR reductions, would result in a decrease of up to 3100 manpower authorizations at Offutt AFB, an increase of up to 100 authorizations at Langley AFB, and an increase of up to 400 authorizations at Scott AFB. TABLE 4-1 summarizes the projected maximum range of cumulative manpower changes due to: the inactivation of SAC, TAC and MAC; the activation of ACC and AMC; and the constitution of USSTRATCOM along with other actions such as DMR reductions.

**TABLE 4-1
SUMMARY OF PROJECTED CUMULATIVE MANPOWER CHANGES**

Location	Proposed Action & Constitution of USSTRATCOM	Other Actions	Cumulative
Offutt AFB	-2400	-700	-3100
Langley AFB	+1100	-1000	+100
Scott AFB	+700	-300	+400

Manpower authorizations are used in the analysis as an indicator of personnel increases or decreases at each base. These authorization numbers are used as the most accurate data available to estimate net changes of personnel at each affected base.

Manpower reprogramming actions associated with the activation of ACC and AMC and the inactivation of MAC, SAC, and TAC would take effect concurrent with the activation and inactivation of the commands about June 1992. Personnel actions, such as transfers, reductions, and hirings, however, will be phased in between about June 1992 until mid-1994.

The related activation of HQ ACC (Provisional) and HQ AMC (Provisional) about January 1992 would produce no environmental impacts since they would involve less than 60 personnel increases or decreases at all three locations. There would be no environmental consequences of the proposed action at command subordinate bases. Activities at the subordinate command bases would not be affected by the proposed action.

4.1 OFFUTT AIR FORCE BASE, NEBRASKA

4.1.1 Proposed Action--Including Cumulative Actions

Manpower changes resulting from the proposed action with the cumulative effects of the constitution of USSTRATCOM and other previously programmed actions such as DMR reductions would produce a decrease of up to 3,100 manpower authorizations for Offutt AFB (TABLE 4-2). The cumulative projected change equates to an approximate decrease of 22 percent. The net loss of up to 3,100 manpower authorizations is expected to produce negligible but beneficial impacts to the environment. The resultant manpower of 10,900 in mid-1994 compares to the recent historic high of 14,580 in 1988.

The constitution of USSTRATCOM would involve the administrative transfer of personnel into existing office spaces within Headquarters SAC facilities. The earth attributes of erosion and surface stability at Offutt AFB would not be affected as no new construction at the base would result from the proposed action. Biotic resources such as threatened and endangered species would not be impacted. Fuel resources and special hazards would not be impacted, as the proposed action does not result in operational, technical, or laboratory activities being changed. Socioeconomic impacts due to the proposed action would not impact the biophysical environment and hence were eliminated from study.

TABLE 4-2
OFFUTT AFB PROJECTED MANPOWER
CHANGES

FY92/1 BASELINE	HQ SAC INACTIVATION	STRATCOM ACTIVATION	OTHER ACTIONS	TOTAL REMAINING	TOTAL DELTA	PERCENT CHANGE
14000	-3100	+700	-700	10900	-3100	-22%

Floodplain, wetlands, on- and off-base land uses are not expected to change, as no on-base construction is planned to support the USSTRATCOM personnel movements. No off-base land use changes are anticipated.

No discernible changes in on- or off-base noise levels would result, as military aircraft operations are not part of the proposed action at Offutt AFB.

Specialized health and safety programs such as the Installation Restoration Program (IRP), asbestos removal, and radon would not be impacted, as no new construction is anticipated. These health and safety programs are currently on-going at Offutt AFB and would continue and not be impacted by the proposed inactivation of SAC.

4.1.1.1 Air Quality

As no increases in flight operations, support activities, construction and personnel authorizations will occur, the level of emissions from base sources would not increase. The lack of baseline data makes analysis of the expected decrease in impacts to air quality difficult, but, given the fact regional air quality is not currently significantly impacted by base activities, the anticipated decrease in base emissions would not be considered significant. However, traffic reductions would reduce pollution to some degree. For purposes of this analysis the increase or decrease in emissions are assumed to parallel the change in personnel. The decrease will not significantly adversely affect the ambient air quality classification of the region because base sources are a minor portion of the total county emissions.

4.1.1.2 Water Resources

The quality of the area water supply would not be affected. Potable water for the base and surrounding municipalities is drawn from reservoirs remote to the base. Groundwater is a source of potable water only for rural areas remote to the base. Decreases in personnel authorizations under the proposed action would decrease the demand on water on and off-base. The local water company (Metropolitan Utilities District) draws its potable water from reservoirs whose capacity is excess to current requirements. The base, even allowing for proposed action generated decreased demand, represents a small percentage of total regional demand. The proposed action would further decrease this demand.

4.1.1.3 Solid Waste and Wastewater

Decreases in the base population would decrease the demand on the wastewater treatment and solid waste disposal facilities. The decreases would not require any adjustments such as recirculation of the wastewater plant's flow. The Sarpy County Landfill's service life will marginally increase.

4.1.2 No Action Alternative

Under the No Action Alternative, SAC would not inactivate, USSTRATCOM would be constituted, and other actions such as programmed Defense Management Review (DMR) manpower reductions would continue. As shown on TABLE 4-3, other previously programmed actions, would result in a decrease of up to 700 manpower authorizations. However, the constitution of USSTRATCOM would result in an increase of up to 170 manpower authorizations. (Only up to 170 manpower authorizations are necessary under the No Action alternative as SAC headquarters would continue and provide the manpower balance required to operate USSTRATCOM.) The No Action alternative would result in a net decrease of up to 530 authorizations. This equates to an approximate decrease of 4 percent. As in the proposed action alternative, this net loss of 530 manpower authorizations is expected to produce negligible but beneficial impacts. These beneficial impacts would be proportionally smaller than what is expected from the larger manpower decrease under the proposed action alternatives.

TABLE 4-3
OFFUTT AFB PROJECTED MANPOWER
CHANGES - (NO ACTION ALTERNATIVE)

FY92/1 BASELINE	STRATCOM ACTIVATION	OTHER ACTIONS	TOTAL REMAINING	TOTAL DELTA	PERCENT CHANGE
14000	+170	-700	13470	-530	-4%

4.2 LANGLEY AIR FORCE BASE, VIRGINIA

4.2.1 Proposed Action--Including Cumulative Actions

Manpower changes resulting from the proposed action and other cumulative actions would result in a net increase of up to 100 personnel at Langley AFB as shown in TABLE 4-4. The increase of personnel to activate ACC Headquarters will in essence backfill personnel decreases. The resultant manpower of 10,700 in mid-1994 compares to the recent historic high of 11,272 in 1990.

**TABLE 4-4
LANGLEY AFB PROJECTED MANPOWER
CHANGES**

FY 91/4 BASELINE	HQ TAC INACTIVATION	HQ ACC ACTIVATION	OTHER ACTIONS	TOTAL REMAINING	TOTAL DELTA	PERCENT CHANGE
10600	-2600	3700	-1000	10700	100	1%

The recent drawdowns at Langley involved mostly flight line related activities, and the activation of ACC would increase existing administrative functions on base so some alteration and construction work may be required. An estimated 80,000 to 120,000 square feet of additional space would be needed to support the new command functions. The make-up of this space would be mostly administrative office area with some special use space for vaults and sensitive compartmented information facility (SCIF). A majority of the construction would be in the form of additions and alterations of existing headquarters facilities. New construction would be located in previously disturbed areas and would be restricted to preclude impacts on wetlands and historic or archeological sites.

No other impacts to floodplain areas and wetlands are expected and on-base land uses would not change. No off-base land use changes are anticipated due to the small net increases in personnel. Socioeconomic impacts due to the proposed action would not impact the biophysical environment and hence were also eliminated from study.

No discernible changes in noise levels would result as military aircraft operations are not part of the proposed action at Langley AFB.

Biotic resources such as threatened and endangered species would not be impacted as there are no known endangered species at the base. Fuel resources and special hazards would not be impacted as the proposed action does not result in operational, technical, or laboratory activities being changed.

4.2.1.1 Air Quality

Based on an increase of up to 100 manpower authorizations, the environmental impacts to air quality are expected to be minimal to non-existent. Impacts to air quality from construction activities would be primarily in the form of fugitive dust from soil disturbance and construction vehicle emissions. Since most construction would be in the form of alterations of existing facilities, where major land clearing operations are not expected, air quality impacts would not be significant.

4.2.1.2 Solid Waste and Wastewater

Based on an increase of up to 100 manpower authorizations, the environmental impacts to solid waste and wastewater are expected to be minimal to non-existent. The Newport News waterworks regional system and the Hampton Roads Sanitation District have upgraded and expanded their systems to accommodate growth projections for the area. New construction or adding on to existing facilities would result in a loss of areas vegetated with grass adjacent to the facilities. In these areas a slight increase in runoff adjacent to the facilities would be expected. The capacity of the storm drainage system at Langley AFB would be adequate to handle the additional flow.

4.2.1.3 Transportation

Based on an increase of up to 100 manpower authorizations, the environmental impacts to transportation are expected to be minimal to non-existent. Additionally, implementation of the proposed action would result in not more than a 0.4 percent increase of vehicular traffic entering and exiting the base, which would be a negligible increase.

4.2.2 No Action Alternative

Under the No Action Alternative, TAC would not inactivate and other previously programmed actions such as DMR reductions, would continue as programmed. Changes resulting from the No Action Alternative would produce decrease of up to 1000 manpower authorizations as shown in TABLE 4-5. This equates to an approximate decrease of 9%. Unlike the proposed action, the No Action Alternative would result in beneficial impacts; but like the proposed action these impacts would be negligible.

TABLE 4-5
LANGLEY AFB PROJECTED MANPOWER
CHANGES (NO ACTION ALTERNATIVE)

FY 91/4 BASELINE	OTHER ACTIONS	TOTAL REMAINING	PERCENT CHANGE
10600	-1000	9600	-9%

4.3 SCOTT AIR FORCE BASE, ILLINOIS

4.3.1 PROPOSED ACTION--INCLUDING CUMULATIVE ACTIONS

Manpower changes resulting from the proposed action and other cumulative actions would result in a net increase of up to 400 manpower authorizations at Scott AFB as shown in TABLE 4-6. This equates to an approximate increase of 4 percent. The net gain of up to 400 manpower authorizations is expected to produce negligible impacts to the environment. The resultant manpower of 9,700 in mid-1994 compares to the recent historic high of 10,672 in 1989.

This section describes the probable consequences on the previously identified environmental attributes impacted as a result of the proposed action and other cumulative actions. The activation of AMC would involve the administrative transfer of personnel into existing office spaces within existing headquarters buildings. Internal renovations are planned to support the proposed action and other cumulative actions. The earth attributes of erosion and surface stability along with the biotic resources such as threatened and endangered species would not be affected as no new construction at the base is planned to support the proposed action. Asbestos encountered during renovation would be handled in accordance with EPA and OSHA regulations and would therefore not generate an air quality impact.

TABLE 4-6
SCOTT AFB PROJECTED MANPOWER
CHANGES

FY 91/4 BASELINE	HQ MAC INACTIVATION	HQ AMC ACTIVATION	OTHER ACTIONS	TOTAL REMAINING	TOTAL DELTA	PERCENT CHANGE
9300	-3200	3900	-300	9700	400	4%

Floodplains, wetlands, fuel resources and special hazards would not be impacted as the proposed action would not result in any operational, technical or laboratory activities being changed. No increases in on- and off-base noise levels would result as military aircraft operations are not part of the proposed action at Scott AFB. Socioeconomic impacts due to the proposed action would not impact the biophysical environment and hence were also eliminated from detailed study.

On-going Specialized health and safety programs such as the Installation Restoration Program (IRP) would not be impacted as no new construction is anticipated.

4.3.1.1 Air Quality

The proposed relocation of up to 400 personal at Scott AFB would have a minimal effect on air quality. A yearly emission inventory for the 350 extra motor vehicles anticipated at the base as a result of this proposal reveals the following increase in pollutants shown in TABLE 4-7.

TABLE 4-7
EMISSIONS FROM 350 VEHICLES EXPECTED AT SCOTT AFB (TONS/YEAR)

Hydro Carbons	Nitrogen Oxides	Carbon Monoxide
3.8	4.2	42.4

PERCENT OF SCOTT AFB TOTAL

Hydro Carbons	Nitrogen Oxides	Carbon Monoxide
0.3	0.6	1.8

NOTE: Emissions were estimated based on a vehicle occupancy rate of 1.2 people per car and a round trip of 18 miles per day.

As shown in Section 3, the Scott AFB area is above the ambient air quality standards for ozone, TSP and SO_x. For ozone, the pollutants of major concern are volatile organic compounds or hydrocarbons, nitrogen oxides and carbon monoxides which are precursors of photochemical oxidants. TABLE 4-7, shows the increase of up to 400 personnel at Scott AFB would increase base hydrocarbon emissions by 0.3 percent, NO_x emissions by 0.6 percent, and carbon monoxide emissions by 1.8 percent. These amounts are expected to have a minimal impact on air quality when compared to the emission inventory for the Illinois portion of the St. Louis SMSA (see TABLE 3-3, page 17).

For TSP and SO_x, the increase of 350 vehicles analyzed under the proposed and cumulative actions would increase emissions by less than 0.1 tons per year for each. These amounts would have no impacts on the air quality in the Scott AFB area. Further, emissions would not adversely impact conformance with the Illinois' State Implementation Plan.

4.3.1.2 Water Resources

The proposed net increase of up to 400 personnel at Scott AFB would have very little affect, if any, on the wastewater generated by the base since the base has a recently renovated system capable of handling the additional wastewater generated. Water quality impacts are expected to be minimal to non-existent. The water requirement would not have significant impacts on current water users, since the Illinois- American Water Company, the principal water supplier for St. Clair County, currently has sufficient excess capacity.

4.3.1.3 Solid Waste and Wastewater

As pointed out in Section 3, Scott AFB solid waste disposal is handled through off base contracts with solid waste landfill. An increase in up to 400 employees due to the proposed and cumulative actions would have a minimal impact in solid waste generation since this represents only a 4% increase in manpower. Since only administrative personnel are involved in this proposal, there would be no increase in hazardous material usage or hazardous waste generation. The environmental impact of extra solid waste generation would be minimal. Asbestos removed during building renovation would be disposed in a commercially permitted landfill(s) regulated to accept this waste.

4.3.1.4 Transportation

Implementation of the proposed and cumulative actions may result in an increase of 700 vehicles per day entering and exiting Scott AFB. This is only an increase of less than 3% in the traffic flow going to and from the base. The traffic flow impact would be minimal.

4.3.2 No Action Alternative

Under the no action alternative, AMC would not be activated and MAC would not be inactivated. Additionally, some previously programmed actions, such as DMR reductions, would take place, but other classified actions related to the AMC mission, would not take place. The changes resulting from the no action alternative would result in a decrease of up to 700 other manpower authorizations as compared to the up to 300 authorization decrease for "other actions" under the proposed action alternative (see TABLE 4-8).

Unlike the proposed action alternative, the No Action Alternative would result in beneficial impacts to the environment, but like the proposed action, these impacts would be negligible.

TABLE 4-8
SCOTT AFB PROJECTED MANPOWER
CHANGES (NO ACTION ALTERNATIVE)

FY 91/4 BASELINE	OTHER ACTIONS	TOTAL REMAINING	PERCENT CHANGE
9300	-700	8600	-8%

4.4 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The proposed and cumulative actions involve the increase and decrease of headquarters and office manpower authorizations. Personnel filling these authorizations are clerical, management and supervisory workers typically found in any office setting. For ACC, AMC and USSTRATCOM actions, personnel that would fill most of the authorizations will come from the inactivated manpower positions of HQ SAC, TAC and MAC. Only a small portion of the increase in authorizations for HQ ACC and AMC and USSTRATCOM would be filled by personnel relocating immediately after the activation date about June 1992. Due to budget constraints, other manpower authorizations would be filled by routine permanent change of station (PCS) transfers that would occur until about mid-1994.

Based upon this pattern of actual personnel movements to fulfill the changes in manpower authorizations, the resources that would be irreversibly committed are the fuel and energy to move the small portion of personnel that would relocate immediately after the activation date or outside the routine PCS schedule.

Subsequent to the activation date of about June 1992, resources that would be irretrievably committed include fuel associated with commuting to and from work. However, less fuel would be used if the proposed action were implemented than if the no action alternative were implemented.

Other commitments of natural resources would be dependent on the final plans and materials selected to satisfy construction requirement at Langley and Scott AFBs. However, the commitment of resources would be relatively small as most construction is anticipated to be renovation type work.

5.0 LIST OF PREPARERS

This section includes a list of those individuals responsible for preparing the environmental assessment of the proposed Air Force Reorganization.

NAME	OFFICE
HEADQUARTERS AIR FORCE	
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MR. JOHN BABICZ	AF/CEVP
LT COL GERALD A. KORVER	AF/MOO
HEADQUARTERS MILITARY AIRLIFT COMMAND	
CAPT PAT ERTEL	HQ MAC/XFM
MAJ RANDY SHANAHAN	HQ MAC/XPT
MR. DANIEL SCHLOESSER	HQ MAC/LEVP
HEADQUARTERS STRATEGIC AIR COMMAND	
MS JULIA CANTRELL	HQ SAC/DEVP
CAPT WANDA BUSSCHER	HQ SAC/XPMO
MAJ. WILLIAM R. KUNZWEILER	HQ SAC/XPPB
MS. SUSAN LAROSE	HQ SAC/XPPB
CAPT ED MARSALIS	HQ SAC/XPPB
HEADQUARTERS TACTICAL AIR COMMAND	
MAJ ROBERT IVERSON	HQ TAC/TT
MR. MARK TURNER	HQ TAC/DEVE

6.0 REFERENCES

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ANNEX ONE

AIR FORCE FORMS 814 - ENVIRONMENTAL SURVEY

PRELIMINARY ENVIRONMENTAL SURVEY

(CAUTION: This environmental survey is a preliminary document prepared to aid in the early development of your proposal. IT IS NOT AN ENVIRONMENTAL ASSESSMENT.)

1 TITLE OF PROPOSED ACTION Air Force Reorganization	2 CONTROL NUMBER
---	------------------

WORKSHEET

3. INSTRUCTIONS: Indicate the effect either on or of each appropriate attribute listed below. Additional attributes may be listed in the "other" section. + Positive Effect, 0 No Effect, - Adverse Effect, U Effect Unknown.

4. ATTRIBUTE		+	0	-	U		+	0	-	U
EARTH	EROSION (WIND/WATER)		X			ACTIVITY SYSTEMS	TRANSPORTATION SUPPLY/DEMAND	X		
	SURFACE STABILITY		X				WATER		X	
WATER	AQUATIC LIFE		X			LAND USE	POWER/HEATING		X	
	FLOW VARIATION		X				SOLID WASTE	X		
	AESTHETIC PROPERTIES AND POTENTIAL USE OF WATER		X				SEWER/STORM DRAINAGE		X	
	AQUIFER YIELD		X				FLOOD PLAINS/WETLANDS		X	
	CHEMICAL QUALITY (DO, PH, DISSOLVED SOLIDS, NUTRIENTS, TOXICS)	X					OFF-BASE LAND USE		X	
	PHYSICAL QUALITY (SUSPENDED SOLIDS, OIL, TEMPERATURE)	X					ON-BASE LAND USE		X	
							HISTORY/ARCHEOLOGICAL AREAS		X	
AIR	ODORS		X			SOCIO ECONOMICS	AESTHETICS		X	
	TOXIC SUBSTANCES		X				ACCESS TO MINERALS		X	
	PARTICULATES		X				POPULATION	X		
	AIR MOVEMENT		X				HOUSING SUPPLY/DEMAND			X
	OTHER (SULFUR OXIDES, HYDROCARBONS, NITROGEN OXIDES, CARBON MONOXIDE, PHOTOCHEMICAL OXIDANTS)	X					EMPLOYMENT			X
BIOTIC	UNDISTURBED "NATURAL" AREAS		X			NOISE	COMMERCIAL ACTIVITIES			X
	GAME ANIMALS AND FISH		X				INDUSTRIAL ACTIVITIES		X	
	THREATENED AND ENDANGERED SPECIES		X				CULTURAL PATTERNS		X	
	SPECIES BALANCE		X				ON-BASE LEVELS (AIRCRAFT AND GROUND)		X	
RESOURCES	FUEL RESOURCE CONSUMPTION/ CONSERVATION	X				OTHER	OFF-BASE LEVELS (AIRCRAFT AND GROUND)		X	
	NON FUEL RESOURCE CONSUMPTION/ CONSERVATION		X				HEALTH SAFETY		X	
SPEC HAZARD	RADIOACTIVITY		X							
	ELECTROMAGNETIC		X							

REMARKS

5 CONTINUE ON _____ SHEETS

6 NAME AND GRADE OF ENVIRONMENTAL PLANNER GEORGE H. GAUGER, CHIEF HQ SAC/DEVP	7 SIGNATURE <i>George H. Gauger</i>	DATE 6 Nov 91
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PRELIMINARY ENVIRONMENTAL SURVEY

(CAUTION: This environmental survey is a preliminary document prepared to aid in the early development of your proposal. IT IS NOT AN ENVIRONMENTAL ASSESSMENT.)

1. TITLE OF PROPOSED ACTION <i>AIR FORCE RESTAURTURE</i>	2. CONTROL NUMBER
---	-------------------

WORKSHEET

3. INSTRUCTIONS: Indicate the effect either on or of each appropriate attribute listed below. Additional attributes may be listed in the "other" section.
 + = Positive Effect; 0 = No Effect; - = Adverse Effect; U = Effect Unknown.

4. ATTRIBUTE		+	0	-	U			+	0	-	U
EARTH	EROSION (WIND/WATER)		X			ACTIVITY SYSTEMS	TRANSPORTATION SUPPLY/DEMAND			X	
	SURFACE STABILITY		X				WATER			X	
WATER	AQUATIC LIFE		X			LAND USE	POWER/HEATING		X		
	FLOW VARIATION		X				SOLID WASTE			X	
	AESTHETIC PROPERTIES AND POTENTIAL USE OF WATER		X				SEWER/STORM DRAINAGE			X	
	AQUIFER YIELD		X				FLOOD PLAINS/WETLANDS		X		
	CHEMICAL QUALITY (DO, PH, DISSOLVED SOLIDS, NUTRIENTS, TOXICS)		X				OFF-BASE LAND USE		X		
	PHYSICAL QUALITY (SUSPENDED SOLIDS, OIL, TEMPERATURE)		X				ON-BASE LAND USE		X		
							HISTORY/ARCHEOLOGICAL AREAS		X		
AIR	ODORS		X			SOCIO ECONOMICS	AESTHETICS		X		
	TOXIC SUBSTANCES		X				ACCESS TO MINERALS		X		
	PARTICULATES			X			POPULATION		X		
	AIR MOVEMENT		X				HOUSING SUPPLY/DEMAND		X		
	OTHER (SULFUR OXIDES, HYDROCARBONS, NITROGEN OXIDES, CARBON MONOXIDE, PHOTOCHEMICAL OXIDANTS)			X			EMPLOYMENT		X		
BIOTIC	UNDISTURBED "NATURAL" AREAS		X			NOISE	COMMERCIAL ACTIVITIES		X		
	GAME ANIMALS AND FISH		X				INDUSTRIAL ACTIVITIES		X		
	THREATENED AND ENDANGERED SPECIES		X				CULTURAL PATTERNS		X		
	SPECIES BALANCE		X				ON-BASE LEVELS (AIRCRAFT AND GROUND)		X		
RESOURCES	FUEL RESOURCE CONSUMPTION/ CONSERVATION		X			OTHER	OFF-BASE LEVELS (AIRCRAFT AND GROUND)		X		
	NON-FUEL RESOURCE CONSUMPTION/ CONSERVATION		X				HEALTH SAFETY		X		
SPEC HAZARD	RADIOACTIVITY		X								
	ELECTROMAGNETIC		X								

REMARKS

5. CONTINUE ON _____ SHEETS

6. NAME AND GRADE OF ENVIRONMENTAL PLANNER <i>Mark H. Turner</i>	7. SIGNATURE <i>Mark H. Turner</i>	DATE <i>9 Nov 71</i>
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PRELIMINARY ENVIRONMENTAL SURVEY

(CAUTION: This environmental survey is a preliminary document prepared to aid in the early development of your proposal. IT IS NOT AN ENVIRONMENTAL ASSESSMENT.)

1. TITLE OF PROPOSED ACTION

Inactivation of SAC, TAC, MAC and Activation of ACC and AMC

2. CONTROL NUMBER

WORKSHEET

3. INSTRUCTIONS: Indicate the effect either on or of each appropriate attribute listed below. Additional attributes may be listed in the "other" section. + = Positive Effect; 0 = No Effect; - = Adverse Effect; U = Effect Unknown.

4. ATTRIBUTE		+	0	-	U		+	0	-	U	
EARTH	EROSION (WIND/WATER)		X			ACTIVITY SYSTEMS	TRANSPORTATION SUPPLY/DEMAND			X	
	SURFACE STABILITY		X				WATER			X	
WATER	AQUATIC LIFE		X			LAND USE	POWER/HEATING		X		
	FLOW VARIATION		X				SOLID WASTE			X	
	AESTHETIC PROPERTIES AND POTENTIAL USE OF WATER		X				SEWER/STORM DRAINAGE		X		
	AQUIFER YIELD		X				FLOOD PLAINS/WETLANDS		X		
	CHEMICAL QUALITY (DO, PH, DISSOLVED SOLIDS, NUTRIENTS, TOXICS)		X				OFF-BASE LAND USE		X		
	PHYSICAL QUALITY (SUSPENDED SOLIDS, OIL, TEMPERATURE)		X				ON-BASE LAND USE		X		
							HISTORY/ARCHEOLOGICAL AREAS		X		
							AESTHETICS		X		
AIR	ODORS		X			SOCIO ECONOMICS	ACCESS TO MINERALS		X		
	TOXIC SUBSTANCES		X				POPULATION		X		
	PARTICULATES			X			HOUSING SUPPLY/DEMAND		X		
	AIR MOVEMENT		X				EMPLOYMENT		X		
	OTHER (SULFUR OXIDES, HYDROCARBONS, NITROGEN OXIDES, CARBON MONOXIDE, PHOTOCHEMICAL OXIDANTS)			X			COMMERCIAL ACTIVITIES		X		
BIOTIC	UNDISTURBED "NATURAL" AREAS		X			NOISE	INDUSTRIAL ACTIVITIES		X		
	GAME ANIMALS AND FISH		X				CULTURAL PATTERNS		X		
	THREATENED AND ENDANGERED SPECIES		X				ON-BASE LEVELS (AIRCRAFT AND GROUND)		X		
	SPECIES BALANCE		X				OFF-BASE LEVELS (AIRCRAFT AND GROUND)		X		
RESOURCES	FUEL RESOURCE CONSUMPTION/ CONSERVATION		X			OTHER	HEALTH SAFETY		X		
	NON-FUEL RESOURCE CONSUMPTION/ CONSERVATION		X				Asbestos		X		
SPEC HAZARD	RADIOACTIVITY		X								
	ELECTROMAGNETIC		X								

REMARKS

5. CONTINUE ON _____ SHEETS

Asbestos uncovered as a result of additions/alterations to facilities will be handled in accordance with OSHA standards. Disposal of asbestos will be by an approved removal contractor or hauled by trained Scott AFB personnel to an approved disposal facility.

6. NAME AND GRADE OF ENVIRONMENTAL PLANNER

DANIEL C. SCHLOESSER, GS-12

7. SIGNATURE

Daniel C. Schloesser

DATE

9 Nov 91

**ANNEX TWO
PROJECTED MANPOWER AUTHORIZATION DATA**

BASE	FY 92/1	PREVIOUSLY ANNOUNCED	NOT ANNOUNCED	INACTIVATE HQ	ACTIVATE HQ	BASE	DELTA
OFFUTT MIL	11790	-621	+35	-2499	+561	9266	-2524
CIV	1912	-73	-8	-591	+120	1360	-522
TOTAL	13702	-694	+27	-3090	+681	10626	-3076
LANGLEY MIL	8867	-749	-265	-2006	+2856	8703	-164
CIV	1754	+16	+49	-597	+764	1986	+232
TOTAL	10621	-733	-216	-2603	+3620	10689	+68
SCOTT MIL	6273	-527	+361	-2192	+2708	6623	+350
CIV	2979	-78	-39	-1029	+1170	3003	+24
TOTAL	9252	-605	+322	-3221	+3878	9626	+374

Manpower authorizations are used in the analysis as an indicator of personnel increases or decreases at each base. These authorization numbers are used as the most accurate data available to estimate net changes of personnel at each affected base.

"Backup Data for Senior AF Leadership" (dated 15 Nov 91 0800) specifically identifies "other" classified actions. These tables are maintained by AF/MOO.